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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

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## INFORMATION REPORT

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**CONFIDENTIAL**

COUNTRY USSR (Moscow Oblast)

DATE DISTR. 10 March 1952

SUBJECT Aircraft Engine Plant No. 45 in Moscow

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1. Plant No 45 in Moscow was generally called Zavod No 45. Soviet workers said that part of the plant installations were demolished in 1941, when the German troops approached the city. The plant machinery was evacuated to the East. After the war production was immediately resumed and work on the reconstruction of the destroyed shops was started. The northern section of workshop 2, workshop 8 and workshop 13, with the adjoining pressing plant were reconstructed. Details on construction plans were not available. Only excavating work in the northwestern corner of the plant was noticed. [REDACTED]

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[REDACTED] the old foundry, which was not in operation, was to be modernized. Most of the machinery of the plant was dismantled German equipment. (1)

2. The civilian plant manager was Vinitets (phonetic spelling) (fnu), the military manager of the plant was Air Force Major General Komarov (fnu), one of the leading engineers was one Seitsof (fnu), who was believed to be the adjutant of Komarov. (2)

3. The plant had a total work force of 3,000 to 4,000. Work was being done in three shifts, except for workshop 13, which worked only one shift.

4. Up to 1 January 1948 conventional piston aircraft engines were manufactured in quantity. Up to mid-1947 engines for T-34 tanks were produced. This production was suddenly discontinued. Production of jet engines was started in 1946. (3)

5. The jet engines were about 3 meters long and had a diameter of about 70 cm. The impeller was 50 cm in diameter, the blades were 10 to 15 cm long, so that the solid core had a diameter of about 20 cm. (4)

6. Frustums of steel sheet 2 mm thick, 40 cm high, and with a maximum diameter of 35 cm were manufactured in workshop 13. (5) The turning out of cylinders of combustible aluminum (sic) was noticed in workshop 23. These cylinders were 65 cm long, 50 cm in diameter and had a wall 4 mm thick. Flanges about 20 mm high were mounted at both ends. Other cylinders were 40 cm long and 35 cm in diameter. The cylinders were reinforced by four longitudinal plate stiffeners. (6)

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Screws and nuts were milled in the precision lathe department in workshop 1.

A work piece of "Nicomite" was also seen there.

Details on the rate of production are not available. The centrifugal casting method was not used in the foundry. (S)

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7- [ ] the plant had no subsidiary plant. Only raw material was shipped to it.

8. As at most other Soviet plants, security at the factory was provided by a board fence, watchtowers and guards.

[ ] Comments.

- (1) See Annex 1 for layout sketch of plant No 45.
- (2) Since it was mentioned in the Soviet press in 1947 that the manager of Plant No 45 was named Komarov, it is believed that also the two other names mentioned are correct.
- (3) The dates mentioned are believed to be essentially correct.
- (4) The estimated measurements roughly agree with the main dimensions of the Jumo-004. The type description of this engine is believed to be TR-I.
- (5) These frustums are believed to be outlet nozzles. See Annex 1 for sketch of frustum.
- (6) These cylinders seem to be combustion chambers. However, it is believed that the attached sketch is not quite correct. See Annex 2 for sketches of cylinders.
- (7) A material called nicomite is not known. Perhaps the name is confused with nimonic, an American alloy which is often used for combustion chambers.
- (8) It was mentioned previously that the method of centrifugal casting had been started at the plant.

Annexes:

1. Sketch of Plant Layout with Legend; Sketch of Cross Section of a Frustum
2. Sketches of Cylinders and Workpiece

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